
April 11, 2013 Ballard Neighborhood Greenway Open House

Meeting Summary

Seattle Department of Transportation

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Overview

On April 11, 2013 the Seattle Department of Transportation (SDOT) hosted an Open House at Ballard High School from 6 to 7:30PM. A presentation was held at 6:30PM followed by a Questions and Answers session. Notification included a letter mailed to 3,000 residents and businesses along NW 57th, 58th and 59th Streets and a postcard mailed to 9,000 contacts between NW 54th and 65th Streets. The meeting was announced on MyBallard.org and the Ballard Tribune web site. Fliers were posted at the following locations west of 24th Avenue NW, mostly along Market:

- | | |
|---------------------|---------------------------------------|
| 1) Mailbox | 7) Mom n Me |
| 2) Quilting Loft | 8) Ballard Locks (employee lunchroom) |
| 3) Firehouse Coffee | 9) Habitude |
| 4) Sloop Tavern | 10) Aster Coffee |
| 5) Kiss Cafe | 11) Bikesport |
| 6) Stone Gardens | 12) Green Market |

Participants from the July 2012 public meeting and representatives of St. Alphonsus School and Parish, East Ballard Community Association, Central Ballard Resident's Association, Department of Neighborhoods Ballard Office and Ballard Neighborhood Greenways received an invite via email as did the Seattle Housing Authority with a request to notify the four senior housing units along the corridor. Approximately 78 people attended the Open House. The notification formats most cited by meeting attendees were email, postcard/letter and word of mouth.

Comment Sheet Summary

The following information summarizes input from the comment sheets. In total, 29 comment sheets were turned in. To see the raw data from the comment sheet results, read Appendix A.

Neighborhood Greenways

- 1. Did you know what a neighborhood greenway was before the meeting and was the information presented tonight helpful in explaining them?*

The majority (69%) of those that answered the questionnaire already knew what a neighborhood greenway was. Almost everyone thought the information presented was helpful in understanding greenways; however, one commenter was still unsure how bikes and cars would fit on NW 58th Street because of the tight right-of-way space.

Ballard Box

- 1. What streets do you currently use to walk and bike and what challenges do you have getting around your neighborhood?*

NW 58th Street was reported as the most commonly used street for walking and biking, more than doubling the second-highest street, 17th Avenue NW. Other notable streets mentioned were NW 56th Street and 8th Avenue NW.

Individuals also reported many streets that present challenges for their walking and biking trips in Ballard. Many individuals commented on the issue of speeding cars on roads like 3rd Avenue NW, 8th Avenue NW and 15th Avenue NW. Many attendees had complaints about the quality of sidewalks in their neighborhood, including 3rd Avenue NW, 8th Avenue NW, 15th Avenue NW, 20th Avenue NW, NW Market Street, NW 57th Street and NW 58th Street.

2. *Where would you like to see additional connecting greenway routes? Why?*

Sixth Avenue NW received the most nominations, however 17th Avenue NW, 28th Avenue NW, and NW 83rd Street were right behind. NW 59th Street and NW 70th Street were also noted multiple times.

3. *Which streets are the most difficult for you to cross?*

15th Avenue NW received the most votes for difficulty in crossing. Following 15th was Leary Avenue NW, NW Market Street, and 8th Avenue NW.

4. *Would you like neighborhood greenways on streets with roadside rain gardens?*

62.5% of respondents stated that they would like to see greenways on roads with rain gardens. 21% said “no” and 16.5% were undecided.

5. *How far out of your way would you go to use a greenway?*

The majority of respondents said they would go a few blocks to reach a greenway (38%). The second highest result was a half mile (33%).

Meeting Demographics

The Full Inclusion Sign-in Sheet was used to help measure how inclusive SDOT’s outreach for the Open House was. Below are the results.

- 74% of attendees signed the voluntary Inclusion Sign-in Sheet

Of those that signed the Inclusion Sign-in Sheet:

- 93% were white
- 98% primary language is English
- 41% were female and 59 % male
- The largest age group in attendance was 50 and up (50%)
- 76% owned their own home

Demographics based on 2010 census data for the Ballard area show that about 87% of residents are white with the next highest ethnic group identified as Asian or Pacific Islander. Approximately 51% are female and 49% are male; and about 64% own their home.

Appendix A: Written Comments

Neighborhood Greenways

1. Did you know what a neighborhood greenway was before the meeting and was the information presented tonight helpful in explaining them?
 - 69% knew what a greenway was
 - 17% did not know
 - 14% no answer
 - Those that answered mostly found the information presented at the meeting to be helpful. One commenter was still unsure how bikes and cars would fit on NW 58th Street because it is narrow.
2. How did you find out about the meeting? What is the best way to get information to you?
 - St. Alphonsus Parish Bulletin
 - Ballard News Tribune
 - Ballard Neighborhood Greenways
 - Crown Hill Neighborhood Association
 - Postcard
 - MyBallard.org
 - Ballard District Council
 - Cascade Bicycle Club
 - Seattle Pedestrian Advisory Board
 - East Ballard Community Association eNewsletter

Ballard Box

1. What streets do you currently use to walk and bike and what challenges do you have getting around your neighborhood?

Currently use:

- NW 56th Street – 4

- NW 57th Street - 3
- NW 58th Street—13
- NW 59th Street—2
- NW 62nd Street
- NW 64th Street
- NW 65th Street—2
- NW 70th Street—3
- NW 80th Street
- Burke-Gilman Trail - 2
- Shilshole—3
- 3rd Avenue NW
- 5th Avenue NW
- 6th Avenue NW—3
- 8th Avenue NW—4
- 11th Avenue NW—2
- 14th Avenue NW - 2
- 17th Avenue NW— 6
- 20th Avenue NW
- 22nd Avenue NW - 2
- 24th Avenue NW—3
- 25th Avenue NW
- 28th Avenue NW - 3
- 32nd Avenue NW—2
- 34 Avenue NW - 2
- NW Market St – 2
- Leary Way / Ave - 3

Streets with challenges

- 3rd Avenue NW
 - High car speeds
 - Lack of sidewalks
- 5th Avenue NW
 - Congested
- 6th Avenue NW
 - Parents dropping off kids at West Woodland Elementary makes traveling through difficult
 - Congested
- 8th Avenue NW
 - High car speeds

- Lack of sidewalks
 - Difficult to cross
- 14th Ave NW
 - Needs to be repaved
- 15th Ave NW
 - High car speeds
 - Lack of sidewalks
 - Difficult to cross
- 20th Avenue NW
 - Uneven sidewalks
- 28th Avenue NW
 - High car volumes and speeds.
- Leary Way / Ave
 - Difficult near 17th Ave NW
 - Streetscape not activated
 - Difficult to cross
 - Needs road maintenance
- Ballard Ave NW
 - Construction has blocked sidewalk for over a year
- Market Street
 - Too many sidewalk obstructions
 - Difficult to cross
 - Too noise for conversation
- Shilshole Ave NW
 - Impossible for pedestrians
 - Hard to bike because of road conditions – Missing Link!
- Ballard Bridge
 - Dangerous and scary for bikes and peds
- NW 57th Street
 - Uneven sidewalks
 - Construction causes problems
- NW 58th Street
 - Parents dropping off kids at West Woodland Elementary makes traveling through difficult
 - Congested
 - Uneven sidewalks
 - Construction causes problems
- NW 65th Street
 - Challenging

Other Safety / Mobility Concerns in the Neighborhood

- Crossing arterials, especially those with unmarked crosswalks is a barrier
- Cars park too close to intersections impairing sight
- Construction makes streets hard to use
- Parents dropping kids at West Woodland Elementary clogs the streets in the morning
- Sidewalks are very congested and often uneven
- Accessing the Burke-Gilman Trail can be difficult, especially from 34th Ave NW
- Missing Link of the Burke-Gilman Trail is a major gap
- Crown Hill needs safer roads and greenways
- Potholes are dangerous for bikers

2. Where would you like to see additional connecting greenway routes? Why?

- 1st Avenue NW
- 3rd Avenue NW
- 6th Avenue NW - 4
- 11th Avenue NW
- 14th Avenue NW
- 17th Avenue NW – 3
- 22nd Avenue NW
- 28th Avenue NW – 3
- 30th Avenue NW
- 34th Avenue NW
- NW 56th Street
- NW 58th Street
- NW 59th Street – 2
- NW 60th Street
- NW 65th Street
- NW 67th Street
- NW 70th Street – 2
- NW 77th Street
- NW 83rd Street - 3
- Leary Way / Avenue
- Ballard Bridge to Ballard Center
- Access to Fremont

3. Which streets are the most difficult for you to cross?

- 3rd Avenue NW
- 8th Avenue NW – 5

- 11th Avenue NW
- 14th Avenue NW - 2
- 15th Avenue NW - 11
- 20th Avenue NW - 3
- 24th Avenue NW – 7
- Leary Avenue NW – 7
- Shilshole Avenue NW
- Holman Road NW
- NW Market Street – 6
- NW 58th Street
- NW 80th Street - 2
- NW 85th Street – 2

4. Would you like neighborhood greenways on streets with roadside rain gardens?

- Yes – 15 (62.5%)
- No – 5 (21%)
- Undecided – 4 (16.5%)

5. How far out of your way would you go to use a greenway?

- 1 mile or greater – 3 (14%)
- ½ mile – 7 (33%)
- A few blocks – 8 (38%)
- Not at all – 3 (14%)

What Else

Do you have other comments you would like to share with us?

- Monitor traffic effects on other streets
- Put in speed bumps to slow down bikers
- Build a greenway with NO cars
- Bikes and neighborhood streets don't mix – more dedicated bike trails
- Focus on safety and compare costs to car improvements
- Make sure residents on 58th are engaged
- More curb cuts for pedestrians on wheelchairs
- Include instructional signage
- Bring the median on 24th back to the plan drawings
- Don't make the speed bumps curb-to-curb, allow bikes to pass through the middle
- Consider flashing LED's on the pavement
- Don't forget about the pedestrians in your designs
- Make Ballard Avenue a greenway

- Consider more physical separations between bikes and cars
- Fix the Ballard Bridge – especially southbound
- Need connections to Green Lake and Phinney
- Bike routes work best with at least a ½ mile of non-stop traffic
- Focus funds on bike arterials and not residential streets
- Need bike racks on 14th
- Need full crosswalk signals and/or stop lights at 58th and 24th

Appendix B: Flip Chart Summary

Below is a summary of questions and comments made during the questions and answers portion of the event.

- What is the experience of those on greenways?
- Does speed hump slow bike movement?
- 20th Ave NW - site distance for pedestrian/bike is bad. To see east and west pedestrian have to stand in parking lane.
- 24th Ave NW drivers could be stopped at 57th and then have to stop again – frustrating.
- Speed humps – how many?
- Will we see a speed hump at each intersection?
- NW 58th Street between 17th and 20th – where the parking will be allowed is confusing, what is happening in this area?
- Will there be signs and markings along the route?
- Will cars shift from 58th to 57th and 59th?
- How will changes to 58th impact traffic patterns on adjacent streets?
- How do you monitor greenways? How many streets will you evaluate during the after study?
- Do you study how many cyclists shift from nearby arterials to the greenway?
- 22nd Ave NW and NW 58th St– Senior housing at this location and the primary problem is parking. People in the building don't know much about the greenway and are scared. They are concerned about pedestrians and bicyclists moving between vehicles – did you consider that?
- Do you have estimate of expected increase in pedestrian and bike traffic on the greenway?
- Feel that staff's comment about reaching out to community was disingenuous.
- How does having more bikes on the road safer for children?
- Be more responsive to emails.
- 58th will be a safer place to use than 65th with greenway changes.
- Right now cars cut through 58th from 15th – this project will make it safer.
- Is project intent to slow traffic? What is Plan B if it doesn't work?
- How does enforcement work for cyclists?
- What is emphasis patrol?
- What is pathway for communicating issues?

- How do you prioritize pavement repair?
- If flashing beacons don't work, would you consider putting in pedestrian signal at 24th Ave NW?
- Is this project funded?
- Parents want these projects – find ways to manage parking by intersections for better sight distances.
- Ask the community how much funding they would like devoted to non-motorized travel options.
- Was there thought to put dedicated bike lanes?
- What are drawbacks to greenways?

Appendix C Ballard Box Mapping Exercise

A map of NW Seattle was used to collect comments and ideas for a future connected route of neighborhood greenways. All comments from the map were included in the summary of Comment Sheet questions under Ballard Box.

